

**IN THE CLAIMS:**

Please amend claims 6-11, 14-16, 19, 21 and 23-28 as follows. Please add claims 29 and 30 as follows. A status of all claims is provided below.

1. (Canceled)
2. (Canceled)
3. (Canceled)
4. (Canceled)
5. (Canceled)

6. (currently amended) A caliper body of a vehicular disc brake to be made by a casting method, said vehicular disc brake having a pair of frictional pads disposed opposite to each other with a disc rotor held therebetween, said caliper body including a cylinder disposed on one side of the disc rotor, a reaction pawl disposed on the other side of the disc rotor, and a bridge for coupling said cylinder and said reaction pawl at the outer peripheral side of the disc rotor, said caliper body comprising:

a sprue which is formed at the bottom portion of said cylinder of the caliper body for molding the caliper body with a base material, wherein the caliper body is molded with a cavity disposed with ~~said~~ a union hole, while the side of molding said bottom portion of said cylinder is disposed in a vertically upper part of said cavity and also the side of molding said reaction pawl is disposed in a vertically lower part of said cavity,

wherein ~~the~~ a one side of providing said cylinder is made an action chamber; ~~the~~ an other side of molding said reaction pawl and said bridge is made a reaction chamber; and a thick-walled connection between said cylinder and said bridge is made a central chamber, and

the ratio of volume of the central chamber to that of the reaction chamber is in the range of 0.6 to 1.25, and

the ratio of volume of the central chamber to that of the action chamber is in the range of 0.7 to 1.35.

7. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6,  
wherein ~~in the state of cast metal~~ after casting but before being subjected to a cutting process;

the ratio of volume of the central chamber to that of the reaction chamber is in the range of 0.6 to 1.25; and

the ratio of volume of the central chamber to that of the action chamber is in the range of 0.7 to 1.35.

8. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6,  
wherein ~~in the state of cast metal~~ after casting and after being subjected to a cutting process;

the ratio of volume of the central chamber to that of the reaction chamber is in the range of 0.6 to 1.25; and

the ratio of volume of the central chamber to that of the action chamber is in the range of 0.7 to 1.35.

9. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6, wherein said cylinder is singly disposed in the central portion of said one side of the disc rotor.

10. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 7, wherein said cylinder is singly disposed in the central portion of said one side of the disc rotor.

11. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 8, wherein said cylinder is singly disposed in the central portion of said one side of the disc rotor.

12. (Canceled)

13. (Original) The caliper body of the vehicular disc brake as claimed in claim 6, wherein said base material is aluminum or aluminum alloy.

14. (currently amended) The caliper body of a vehicular disc brake as claimed 6, wherein ~~said caliper body~~ casting method is ~~made by~~ a gravity casting method.

15. (currently amended) A caliper body of a vehicular disc brake to be made by a casting method, the caliper body being used for the vehicular disc brake ~~wherein, said caliper body~~ comprising a pair of frictional pads disposed opposite to each other with a disc rotor held therebetween, the caliper body having a cylinder disposed on one side of the disc rotor, a reaction pawl disposed on the other side of the disc rotor, and a bridge for coupling said cylinder and said reaction pawl on the outer peripheral side of the disc rotor, wherein the caliper body is cast by a cavity with the side of molding the bottom portion of said cylinder disposed in the upper part of and in the vertical direction of said cavity and with the side of molding said reaction pawl disposed in the lower part of and in the vertical direction thereof, a sprue formed at the bottom portion,

wherein ~~the~~ a one side of providing said cylinder is made an action chamber; ~~the~~ an other side of molding said reaction pawl and said bridge is made a reaction chamber; and a thick-walled connection between said cylinder and said bridge is made a central chamber, and

the ratio of volume of the central chamber to that of the reaction chamber is in the range of 0.6 to 1.25, and

the ratio of volume of the central chamber to that of the action chamber is in the range of 0.7 to 1.35.

16. (currently amended) The caliper body of a vehicular disc brake as claimed 15, wherein said ~~caliper body~~ casting method is ~~made by~~ a gravity casting method.

17. (Canceled)

18. (previously presented) The caliper body of the vehicular disc brake as claimed in claim 6, wherein the base material is injected in symmetry about an insert core.

19. (currently amended) A caliper body of a vehicular disc brake to be made by a casting method, said vehicular disc brake having a pair of frictional pads disposed opposite to each other with a disc rotor held therebetween, said caliper body including a cylinder disposed on one side of the disc rotor, a reaction pawl disposed on the other side of the disc rotor, and a bridge for coupling said cylinder and said reaction pawl at the outer peripheral side of the disc rotor, said caliper body comprising:

a sprue formed at the bottom portion of said cylinder of the caliper body for molding the caliper body with a base material, wherein the caliper body is molded with a cavity disposed with a union hole, while the side of molding said bottom portion of said cylinder is disposed in a vertically upper part of said cavity and also the side of molding said reaction pawl is disposed in a vertically lower part of said cavity,

wherein a flange portion of the union hole is formed by processing the sprue after the casting,

wherein ~~the~~ a one side of providing said cylinder is made an action chamber; ~~the~~ an other side of molding said reaction pawl and said bridge is made a reaction chamber; and a thick-walled connection between said cylinder and said bridge is made a central chamber, and

the ratio of volume of the central chamber to that of the reaction chamber is in the range of 0.6 to 1.25, and

the ratio of volume of the central chamber to that of the action chamber is in the range of 0.7 to 1.35.

20. (previously presented) The caliper body of the vehicular disc brake as claimed in claim 7, further comprising a core within the cavity thereby causing the base material injected

from the sprue to run toward the bridge thereby ensuring that the base material runs round toward said reaction pawl.

21. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 20, ~~further comprising a~~ wherein the thick walled portion connection is made with the base material between said cylinder and said bridge.

22. (previously presented) The caliper body of the vehicular disc brake as claimed in claim 21, wherein:

solidification of the base material starts from said reaction pawl; and  
the solidification of the base material progresses toward said thick walled portion where the solidification is slower such that even though the volume of said reaction pawl is reduced because of the solidification, a supply of the base material from said thick walled portion continues due to a supply effect based on the ratio of volume, whereby any sink mark is prevented from being produced in the reaction pawl.

23. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6, wherein the base material is injected through a the cavity so as to reach into portions of said cavity to be said reaction pawl and said cylinder.

24. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 15, wherein a base material is injected through a cavity so as to reach into portions of said cavity to be form said reaction pawl and said cylinder.

25. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 19, wherein the base material is injected through a cavity so as to reach into portions of said cavity to be form said reaction pawl and said cylinder.

26. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6, wherein said sprue is processed to form a union hole which is formed at the bottom portion of said cylinder

27. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 15, wherein said sprue is processed to form a union hole which is formed at the bottom portion of said cylinder

28. (currently amended) The caliper body of the vehicular disc brake as claimed in claim 6, wherein a supply of a molten metal to ~~the~~ a reaction portion allows the molten metal to be in ~~the~~ a central portion where the solidification is slow due to the supply effect based on the ratio of volume thereto.

29. (new) A method of casting a caliper body of a vehicular disc brake in a cavity, said vehicular disc brake having a pair of frictional pads disposed opposite to each other with a disc rotor held therebetween, said caliper body including a cylinder disposed on one side of the disc rotor, the cylinder having a cylinder chamber, a reaction pawl disposed on the other side of the disc rotor, and a bridge for coupling said cylinder and said reaction pawl at the outer peripheral side of the disc rotor, said method of casting said caliper body comprising:

forming a sprue at a bottom portion of said cylinder of the caliper body with a base material, while a side of molding said bottom portion of said cylinder is disposed in a vertically upper part of said cavity and also the side of molding said reaction pawl is disposed in a vertically lower part of said cavity; and

processing the sprue to form a union hole in fluid communication with the cylinder chamber.

30. (new) The method of claim 29, wherein a flange portion of the union hole is formed by processing the sprue after the casting.